# Agriculture and Forest Secretariat

## NOTIFICATION.

Bangalore, dated 21st October 1967.

S. O. 2174.—In exercise of the powers conferred by Section 4 of the Madras Forest Act, 1882 (Madras Act V of 1882), as in force in the Madras Area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in the Bantwal and Belthangady Taluks of South Kanara District, the situation and limits of which are specified in the schedule hereto annexed, as a reserved forests;

(ii) appoints the Forest Settlement Officer, Mangalore to be the Forest Settlement Officer for purposes of clause (c) of the said section; and

(iii) appoints the Divisional Forest Officers, Mangalore and Coondapur to attend on behalf of the Government at the inquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner, of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under Sections, 11 12 and 13 of the Said Act.

### SCHEDULE.

| | | |
|---|---|---|
| Name of the District | ... | South Kanara. |
| Name of the Taluks | ... | Bantwal and Belthangady. |
| Name of the Villages. | ... | Uli and Tekkar Villages. |
| Name of the Block | ... | Uli Block I. |
| Survey Field numbers | ... | 80 of Uli Village and 64/1 of Tekkar Village. |
| Extent | ... | 281.80 Acres. |

### Boundary description.

### 'Bit–I'

*North*:—Starting from the station No. 53, a point situated at the newly constructed cairn No. 53, the demarcation line of the proposed bit I of the block runs in North-East direction to station No. 54, a distance of 350 links.

Thence it runs in Eastern direction to station No. 55, a distance of 364 links. From there it runs in South-East direction a distance of 328 links to reach the station No. 57, passing through the intermediate station 56. Thence it runs in almost Southern direction, a distance of 649 links to reach the station No. 61, passing through the intermediate stations 58 to 60. From there it runs in almost South-East direction a distance of 1,114 links to reach the station No. 65, passing through the intermediate stations 62 to 64. Thence it runs in North-East direction to station No. 66, a distance of 214 links. Again it runs in Eastern direction to station No. 67, a distance of 269 links. Thence it runs in South-East direction to station No. 68, a distance of 178 links. Thence it runs in almost North-East direction a distance of 327 links to reach the station No. 70 passing through the intermediate station 69 From there it runs in almost Eastern direction to a distance of 545 links to reach the station No. 72, passing through the intermediate station 71. Thence it runs in almost North-East direction a distance of 467 links to reach the station No. 74, passing through the intermediate station 73. From there it runs in almost Northern direction a distance of 755 links to reach the station No. 77, passing through the intermediate stations 75 and 76. From there it runs in almost North-East direction a distance of 400 links to reach the station No. 79, passing through the intermediate stations 78. Thence it runs in South-East direction to station No. 80, a distance of 251 links. Again it runs in Eastern direction to station No. 81, a distance of 285 links. Thence it runs in almost North-East direction a distance of 867 links to reach the station No. 84, passing through the intermediate stations 82 and 83. Thence it runs in almost South-East direction a distance of 381 links, to reach the station No. 86, passing through the intermediate station 85. Thence it runs in South-West direction a distance of 550 links to reach the station No. 88, passing through the intermediate station 87. From there it runs in Southern direction to station No. 89 a distance of 279 links. From there it runs in South-East direction to station No. 90, a

distance of 279 links. Thence it runs in almost Southern direction a distance of 721 links to reach the station No. 93 passing through the intermediate stations 91 and 92. From there it runs in almost South–East direction a distance of 825 links to reach the station No. 97, passing through the intermediate stations 94 to 96. Thence it runs in almost North–East direction a distance of 941 links to reach the station No. 100, passing through the intermediate stations 98 and 99. From there it runs in North–West direction a distance of 906 links to reach the station No 103, passing through the intermediate stations 101 and 102. From there it runs in almost North-East direction a distance of 508 links to reach the station No. 105, passing through the intermediate station 104. Thence it runs in almost Northern direction a distance of 445 links to reach the station 107, passing through the intermediate station 106. From there it runs in North-East direction a distance of 684 links to reach the station No. 110, passing through the intermediate stations 108 and 109. Thence it runs in Northern direction a distance of 292 links to reach the station No. 111 which is a point situated at the cairn No. 1 of the proposed 'Uli Block II.' There onwards the line runs along the demarcation line of the proposed 'Uli Block II' in almost South–East direction a distance of 611 links to reach the station No. 114, passing through the intermediate stations 112 and 113. From there it leaves the demarcation line of the 'Uli Block II' and runs in South-West direction to station No. 115, a distance of 345 links. There on wards it runs in almost Southern direction distance of 1406 links to reach the station No. 121, passing through the intermediate stations 116 to 120. Thence it runs South–West direction to station No. 122, a distance of 157 links. From there it runs in Southern direction to station No. 123, a distance of 300 links. From there it runs in almost South–East direction a distance of 598 links to reach the station No. 125, passing through the intermediate station 124. Thence it runs in almost Eastern direction to station No. 126, a distance of 247 links. From there it runs in North–East direction to station No. 127, a distance of 350 links. From there it runs in almost North–East direction a distance of 664 links

to reach the station No. 129, passing through the intermediate station 128. Thence it runs in almost Northern direction a distance of 830 links to reach the station No. 132, passing through the intermediate stations 130 and 131.

Bearings and distances from station to station are as follows :—

| Station Numbers From | To | Bearings in degree F. B. | Distances in links |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| 53 | 54 | 55½ | 350 |
| 5 | 55 | 95½ | 364 |
| 55 | 56 | 135 | 151 |
| 56 | 57 | 140 | 177 |
| 57 | 58 | 183½ | 240 |
| 58 | 59 | 187½ | 133 |
| 59 | 60 | 195 | 124 |
| 60 | 61 | 205½ | 152 |
| 61 | 62 | 106½ | 293 |
| 62 | 63 | 128½ | 368 |
| 63 | 64 | 101 | 210 |
| 64 | 65 | 94½ | 243 |
| 65 | 66 | 62½ | 244 |
| 66 | 67 | 88½ | 269 |
| 67 | 68 | 125 | 178 |
| 68 | 69 | 40½ | 265 |
| 69 | 70 | 66 | 62 |
| 70 | 71 | 84 | 319 |
| 71 | 72 | 91 | 226 |
| 72 | 73 | 46½ | 212 |
| 73 | 74 | 46½ | 255 |
| 74 | 75 | 13 | 250 |
| 75 | 76 | 2 | 263 |
| 76 | 77 | 12 | 242 |
| 77 | 78 | 35 | 190 |
| 78 | 79 | 26 | 210 |
| 79 | 80 | 115 | 251 |
| 80 | 81 | 93½ | 285 |
| 81 | 82 | 78 | 223 |
| 82 | 83 | 70 | 166 |

| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 83 | 84 | 83½ | 478 |
| 84 | 85 | 118½ | 148 |
| 85 | 86 | 144 | 233 |
| 86 | 87 | 211 | 167 |
| 87 | 88 | 222½ | 383 |
| 88 | 89 | 185½ | 279 |
| 89 | 90 | 148 | 279 |
| 90 | 91 | 159 | 223 |
| 91 | 92 | 172½ | 266 |
| 92 | 93 | 152 | 242 |
| 93 | 94 | 121 | 135 |
| 94 | 95 | 164 | 172 |
| 95 | 96 | 153 | 198 |
| 96 | 97 | 105 | 320 |
| 97 | 98 | 59 | 200 |
| 98 | 99 | 66 | 312 |
| 99 | 100 | 32 | 429 |
| 100 | 101 | 326½ | 485 |
| 101 | 102 | 329½ | 154 |
| 102 | 103 | 331½ | 267 |
| 103 | 104 | 80 | 149 |
| 104 | 105 | 69 | 359 |
| 105 | 106 | 13 | 288 |
| 106 | 107 | 357 | 157 |
| 107 | 108 | 44 | 258 |
| 108 | 109 | 48 | 244 |
| 109 | 110 | 40½ | 182 |
| 110 | 111 | 6½ | 292 |
| 111 | 112 | 126 | 166 |
| 112 | 113 | 13½ | 292 |
| 113 | 114 | 116½ | 153 |
| 114 | 115 | 240½ | 345 |
| 115 | 116 | 206½ | 190 |
| 116 | 117 | 184 | 190 |
| 117 | 118 | 207 | 250 |
| 118 | 119 | 199½ | 316 |
| 119 | 120 | 200½ | 170 |
| 120 | 121 | 203 | 290 |
| 121 | 122 | 231 | 157 |
| 122 | 123 | 177½ | 300 |
| 123 | 124 | 143½ | 322 |
| 124 | 125 | 119 | 276 |

| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 125 | 126 | 81 | 247 |
| 126 | 127 | 333½ | 350 |
| 127 | 128 | 62 | 344 |
| 128 | 129 | 38 | 320 |
| 129 | 130 | 350½ | 340 |
| 130 | 131 | 359½ | 270 |
| 131 | 132 | 26½ | 220 |

*East* :—Thence the demarcation line runs in almost South-East direction a distance of 882 links to reach the station No. 136, passing through the intermediate stations 133 to 135. From there it runs in almost South-West direction a distance of 880 links to reach the station No. 138, passing through the intermediate station 137. Again it runs almost in South-East direction a distance of 1003 links to reach the station No. 140, passing through the intermediate stations 139. From there it runs in almost Southern direction to station No. 141, a distance of 360 links. Therefrom the line runs inalmost South-West direction a distance of 2582 links to reach the station No. 4. passing through the intermediate stations 142 to 3. Thence it runs in almost southern direction a distance of 683 links to reach the station No. 6. passing through the intermediate station No. 5 From there it runs in South-West direction a distance of 415 links to reach the station No. 8, passing through the intermediate station 7. From there it runs in Southern direction to station No. 9, a distance of 300 links.

Bearings and distances from station to station are as follows :—

| Station Numbers From | To | Bearings in degree in F. B. | Distance in links. |
|---|---|---|---|
| 132 | 133 | 111 | 160 |
| 133 | 134 | 136 | 222 |
| 134 | 135 | 137½ | 250 |
| 135 | 136 | 140½ | 250 |

| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 136 | 137 | 228 | 480 |
| 137 | 138 | 204 | 400 |
| 138 | 139 | 137½ | 513 |
| 139 | 140 | 119½ | 490 |
| 140 | 141 | 190 | 360 |
| 141 | 142 | 213 | 400 |
| 142 | 143 | 245 | 488 |
| 143 | 1 | 242 | 739 |
| 1 | 2 | 251½ | 476 |
| 2 | 3 | 225½ | 268 |
| 3 | 4 | 212½ | 211 |
| 4 | 5 | 174½ | 98 |
| 5 | 6 | 165 | 185 |
| 6 | 7 | 219 | 247 |
| 7 | 8 | 225 | 168 |
| 8 | 9 | 190 | 300 |

*South.*—Thence the demarcation line runs in almost Western direction a distance of 805 links to reach the station No. 11, passing through the intermediate station 10. Therefrom it runs in almost North-West direction a distance of 1117 links to reach the station No. 14. passing through the intermediate stations 12 and 13. From there it runs in almost South-West direction to a distance of 1530 links to reach the station No. 19, passing through the intermediate stations 15 to 18. Thence it runs in North-West direction to station No. 20, distance of 246 links Thence it runs in Northern direction to station No. 21, a distance of 256 links. From there it runs in North-East direction to station No. 22 a distance of 740 links. Thence it runs in North-West direction to station No. 23, distance of 365 links. Again it runs in almost North-East direction to station No. 24, a distance of 258 links. Thence it runs in Eastern direction to station No. 25, a distance of 270 links. From there it runs in almost North-East direction a distance of 583 links to reach the station No. 27, passing through the intermediate station 26. Therefrom it runs in almost North-West direction a distance of 1104 links to reach the station No. 30, passing

the intermediate stations 28 and 29. From there it runs in South-West direction to station No. 31, a distance of 337 links. From there it runs in western direction to station No. 32, a distance of 283 links. Therefrom it runs in almost South-West direction a distance of 1032 links to reach the station No. 35 passing through the intermediate stations 33 and 34. Thence it runs in almost Southern direction a distance of 495 links to reach the station No. 37 passing through the intermediate station 36. Thence it runs in South-West direction to station No. 38, a distance of 400 links. From there it runs in almost North-West direction a distance of 462 links to reach the station No. 40 passing through the intermediate Station 39 Again it runs in South-West direction to station No. 41, a distance of 310 links. Again it runs in almost North-West direction a distance of 390 links to reach the station No. 43, passing through the intermediate station 42.

Bearings and distances from station to station are as follows :—

| Station Numbers From | To | Bearings in degrees in S. R. | Distances in links |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| 9 | 10 | 253 | 163 |
| 10 | 11 | 274 | 643 |
| 11 | 12 | 34 ½ | 205 |
| 12 | 13 | 8 7½ | 574 |
| 13 | 14 | 331 | 335 |
| 14 | 15 | 2 9 | 2 0 |
| 15 | 16 | 260 | 262 |
| 6 | 17 | 25 ½ | 333 |
| 17 | 18 | 207 | 4.4 |
| 18 | 19 | 193 | 211 |
| 19 | 20 | 812 | 246 |
| 20 | 21 | 8 3 | 256 |
| 21 | 22 | 17 | 740 |
| 22 | 23 | 326 | 8.5 |
| 23 | 24 | 3½ | 2 8 |
| 24 | 25 | 91½ | 270 |
| 25 | 26 | 6 ½ | 327 |

| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 26 | 27 | 36½ | 256 |
| 27 | 28 | 325½ | 277 |
| 28 | 29 | 3 15½ | 415 |
| 29 | 30 | 293 | 409 |
| 30 | 31 | 250 | 337 |
| 31 | 32 | 267 | 283 |
| 32 | 33 | 321½ | 511 |
| 33 | 34 | 269 | 196 |
| 34 | 35 | 247 | 291 |
| 35 | 36 | 1 6 | 301 |
| 36 | 37 | 203 | 195 |
| 37 | 38 | 257 | 400 |
| 38 | 39 | 311½ | 214 |
| 39 | 40 | 249 | 248 |
| 40 | 41 | 251 | 317 |
| 41 | 42 | 297 | 233 |
| 42 | 43 | 311 | 167 |

*West* :—Thence the demarcation line runs in almost North-East direction a distance of 1217 links to reach the station station No. 48, passing through the intermediate stations 44 to 47. From there it runs in North-West direction a distance of 9_2 links to reach the station No.50, passing through the intermediate stations 49. Therefrom it runs in almost Northern direction a distance of 1474 links to reach the station 5 , passing through intermediate station 51. From there finally it runs in North West direction a distance of 321 links to reach the station No. 53, which is the starting point of the 'bit 1'.

Bearings and distances from station to station are as follows .—

| Station Numbers From | To | Bearings in degree in F. P. | Distance in links |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| 43 | 44 | 2 ½ | 158 |
| 44 | 45 | 17 | 340 |
| 45 | 46 | 48½ | 215 |

| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 46 | 47 | 32 | 161 |
| 47 | 48 | 90 | 243 |
| 48 | 49 | 105 | 201 |
| 49 | 50 | 104 | 721 |
| 50 | 51 | 346 | 502 |
| 51 | 52 | 1/2 | 912 |
| 52 | 53 | 295 | 321 |

'Bit II'

*North.*—Starting from the station No. 33, a point situated at the newly constructed cairn No. 34, the demarcation line of the Bit II runs in almost North-East direction in the following bearings a distance of 1574 links to reach the station No. 37, passing through the intermediate stations 34 to 36.

| Station Numbers From | To | Bearings in degree in F B. | Distances. in links. |
|---|---|---|---|
| 33 | 34 | 65 | 523 |
| 34 | 35 | 66 | 900 |
| 35 | 36 | 39 | 512 |
| 36 | 37 | 55 | 232 |

*East.*—Thence the demarcation line of the bit II runs in South-East direction a distance of 142 links to reach the station No. 1, which is a point situated South-West of cairn No. 10, of the bit I at a distance of 2 08 links. From there it continues in almost South-East direction a distance of 1939 links to reach the station No. 5 passing through the intermediate stations 2 to 4. Thence it runs in Southern direction to station No. 6, a distance of 293 links. From there it runs in South-East direction a distance of 542 links to reach the station No. 8, passing through the intermediate station 7 Thence it runs in almost South-West direction, a distance of 554 links to reach the station No. 10, passing through the intermediate station 9.

Bearings and distances from station to station are as follows:—

| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 37 | 1 | 130 | 142 |
| 1 | 2 | 142 | 320 |
| 2 | 3 | 130½ | 378 |
| 3 | 4 | 146½ | 4 6 |
| 4 | 5 | 157½ | 180 |
| 5 | 6 | 182 | 293 |
| 6 | 7 | 152 | 3?0 |
| 7 | 8 | 152 | 1??? |
| 8 | 9 | 192½ | 290 |
| 9 | 10 | 195½ | 262 |

*South*:—Thence the demarcation line of the bit II runs in North-West direction a distance of 688 links to reach the station No. 12, passing through the intermediate station 11. From there it runs in Northern direction to station No. 13, a distance of 500 links. From there it runs in almost North-West direction a distance of 1126 links to reach the station No. 15, passing through the intermediate station 14. Thence it runs in South-West direction to station No. 16, a distance of 664 links. From there it runs in Southern direction to station No. 17, a distance of 180 links. Thence it runs in almost South East direction a distance of 847 links to reach the station No. 19, passing through the intermediate station 18. From there it runs in South-West direction to station No. 20, a distance of 412 links. Thence it runs in almost Southern direction a distance of 1165 links to reach the station No. 22, passing through the intermediate station 21. Thence it runs in South-East direction to station No. 24, a distance of 342 links From there it runs in South West direction to station No. 24, a distance of 163 links. Therefrom the line runs in almost North-West direction a distance of 1218 links to reach the station No. 27, passing through the intermediate stations 25 and 26.

Bearings and distances from station to stations are follows :—

| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 10 | 11 | 320½ | 290 |
| 11 | 12 | 313 | 398 |
| 12 | 13 | 356 | 500 |
| 13 | 14 | 332½ | 456 |
| 14 | 15 | 3[illegible]6½ | [illegible]70 |
| 15 | 16 | 23[illegible] | 664 |
| 16 | 17 | 18[illegible] | 180 |
| 17 | 18 | 11[illegible] | 505 |
| 18 | 19 | 130½ | 3[illegible]2 |
| 19 | 20 | 20[illegible] | 412 |
| 20 | 21 | 16[illegible] | 568 |
| 21 | [illegible]2 | 177 | 605 |
| 22 | 23 | 153½ | [illegible]4[illegible] |
| 2[illegible] | 24 | 207½ | 162 |
| 24 | 25 | 273 | 276 |
| [illegible]5 | 26 | 290 | 785 |
| 26 | 27 | 3 9 | 1 7 |

*West* :—Thence the demarcation line of the bit II runs in Northern direction to station No. 8, a distance of 443 links. From there it runs in almost North-Wes direction a distance of 1092 links to reach the station No. 30, passing through the intermediate station 29. Thence it runs in North-East direction to station No. 31, a distance of 523 links. Again it runs in Northern direction to station No. 32. a distance of 332 links. Again it uns in North-West direction a distance of 320 links to reach the station No. 33, which is the starting point of the bit II.

| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 27 | 28 | 3½ | 443 |
| 28 | 29 | 291½ | 500 |
| 29 | 30 | 3 0 | 692 |
| 30 | 31 | 37 | 523 |
| 31 | 32 | 4 | 332 |
| 32 | 33 | 318 | 320 |

Starting point of bit II.

Right of ways:

(i) A road enters the bit VI of block between cairn Nos. 33 and 34 and gets bifurcated inside the block. One branch of which comes out, between cairn Nos. 21 and 22 and goes to 'Kadesbwalya'. The other branch comes out between cairn Nos. 31 and 32 and goes near 'Maramada Byle'.

Other Privileges

(a) Free grazing of cattle by villagers.

(b) Free removal of green manure leaves for *bona fide* use by ryots.

(c) Free removal of dry fuel for *bona fide* use by villagers.

[No. AFD 104 FAF 67.]

By Order and in the name of the Governor of Mysore,

1314 M. A. MECCAI, *Under Secy.*